

BookletChart™

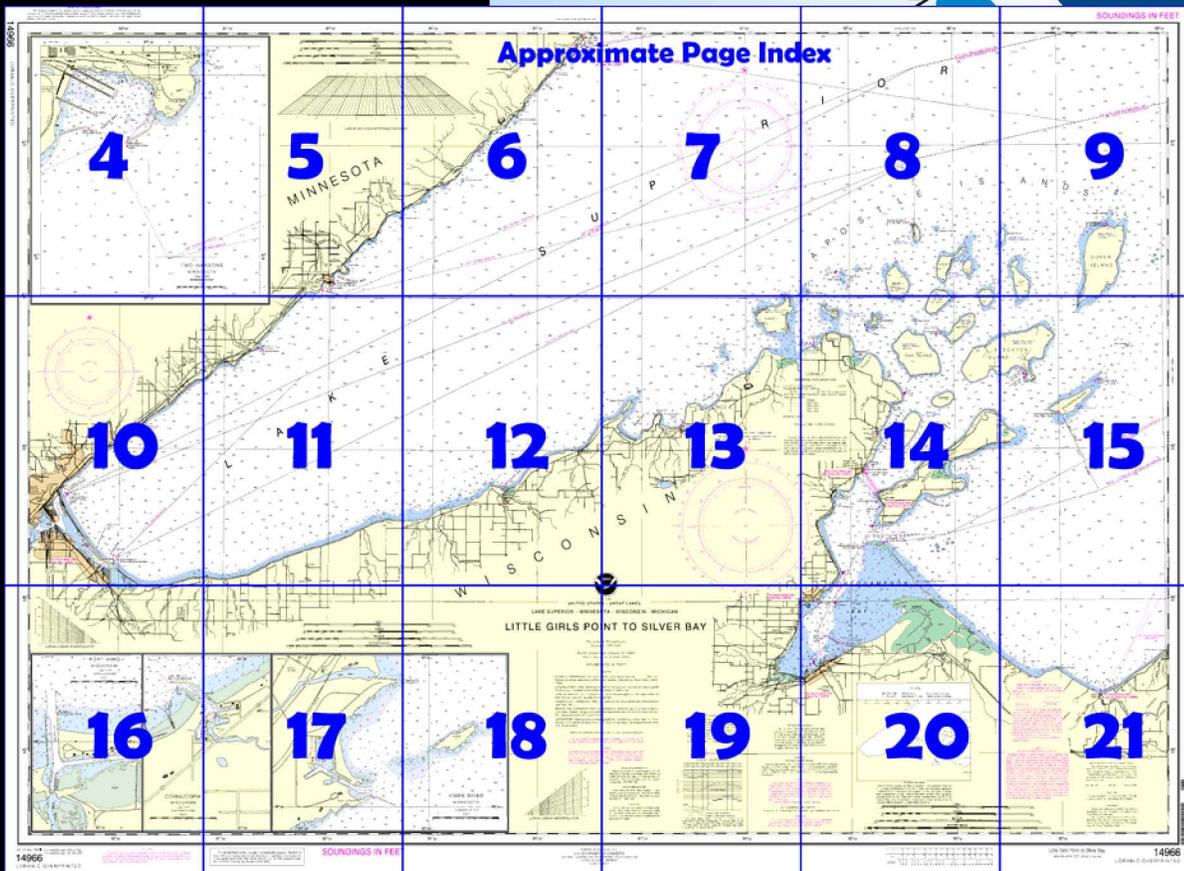
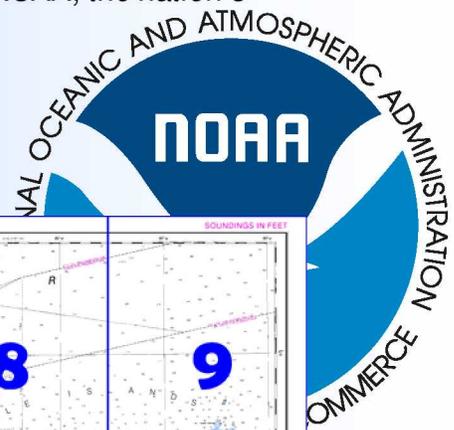
Little Girls Point to Silver Bay

(NOAA Chart 14966)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

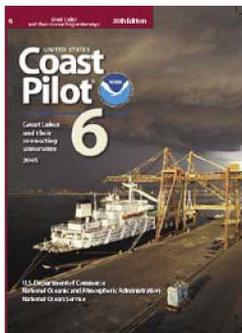
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 13 excerpts]

(261) **Sand Point**, about 5 miles WSW of Point Detour, and **Squaw Point**, 2 miles NNE of Cornucopia, are prominent.

(263) **Madeline Island**, the southernmost and largest of the Apostle Islands, is 12 miles long NE and SW and 1 to 3.2 miles wide. A shoal with depths less than 6 feet extends 0.5 mile SW from the SW point of the island. The outer end of the shoal is marked by a lighted buoy. Shoals extend 0.1 to 0.5 mile off the S shore of the island. **Big Bay**, the large bight

midlength of the S shore, has deep water within 0.1 mile of its head. Shoals extend off 0.9 mile around the E point of the island. The NW shore of the island is bold and has deep water within 0.25 mile. At **Point De Froid**, the NW point of the island, a shoal extends 0.4 mile W. The W shore of the island has deep water within 0.35 mile.

(264) **La Pointe Harbor** serves the village of **La Pointe, Wis.**, a small old settlement and summer resort just S of Point De Froid at the W end of Madeline Island. A ferry operates between La Pointe and Bayfield.

(284) **Cornucopia, Wis.**, is a small-craft harbor at the mouth of **Siskiwit River** on the SE side of **Siskiwit Bay**, about 13.5 miles SW of Point Detour. The harbor is a base for commercial fish tugs and a refuge for recreational craft.

(287) From Cornucopia SW for about 14 miles to Port Wing, the shore is relatively bold and can be approached within 0.5 mile, except at Bark Point where shoals extend 0.8 mile NE. **Bark Point** (46°53.1'N., 91°11.1'W.) encloses the W side of **Bark Bay**. The bay has fair holding ground with protection from all but NE winds. **Roman Point** encloses the E side of Bark Bay and separates it from Siskiwit Bay.

(288) **Herbster, Wis.**, is a small settlement at the mouth of **Cranberry River**, 5.2 miles SW of Bark Point. In 1983, the wharf at the village was in ruins.

(289) **Port Wing, Wis.**, is a village and small-craft harbor at the mouth of **Flag River**, about 28 miles SW of Point Detour and 34 miles E of Duluth. The harbor is used by commercial fish tugs and recreational craft.

(299) **Allouez Bay** is a very shallow bay that extends SE from Superior Bay S of Superior Entry and is enclosed on the E by **Wisconsin Point**.

(301) **St. Louis River** flows into the W side of Superior Bay near its N end through a narrow gap between **Rices Point** on the N and **Connors Point** on the S. **St. Louis Bay** is a widening in the river that extends from these points to **Grassy Point**, 3 miles SW. **Howards Bay** is a narrow inlet that leads SE from St. Louis Bay for 1 mile on the W side of Connors Point.

(308) **Superior Harbor** is entered from deep water in Lake Superior between converging breakwaters and parallel piers to the S end of Superior Bay. The outer ends of the breakwaters and piers are marked by lights. Federal project depths are 31 to 27 feet in Superior Entry, thence 27 feet in Superior Harbor Basin and anchorage area, Allouez Bay Channel, and Superior Front Channel. (See Notice to Mariners and latest editions of charts for controlling depths.) (309) **Duluth Harbor** is entered from deep water in the lake between parallel piers to the N end of Superior Bay. The outer ends of the piers are marked by lights; a fog signal is at the S light. **Duluth Harbor Basin Traffic Lighted Buoy**, 0.45 mile SW of Duluth Harbor South Breakwater Inner Light, should be left to starboard by all inbound and outbound vessels except those proceeding to or from the docks on the NW side of the basin, in which cases the regular navigation rules apply. Federal project depths are 32 to 28 feet in Duluth Ship Canal, 28 to 27 feet in Duluth Harbor Basin and anchorage area, and 27 feet in East Gate Basin.

(369) **Knife River, Minn.**, is a village just above the mouth of **Knife River**, 18.5 miles NE of Duluth Ship Canal. A small-craft harbor, used principally by recreational craft, is 0.4 mile S of the river mouth on the N side of **Granite Point**.

(370) Knife River is not navigable. An offshore dock on the S side of the river mouth is in ruins, hazardous, and useless for dockage. **Knife Island** is 0.3 mile SE of the river mouth. A shoal with rocks awash extends about 950 feet WSW from the island to within about 500 feet of Granite Point. The rest of the island can be approached within about 350 feet.

(371) **Knife River Harbor Entrance Light** (46°56.6'N., 91°46.7'W.), 31 feet above the water, is shown from a white column with a square green daymark on the outer end of the breakwater at Granite Point.

(373) A state-owned marina in the small-craft harbor provides transient berths, gasoline, diesel fuel, water, ice, electricity, sewage pump-out, marine supplies, and a launching ramp. A 20-ton hoist is available for hull and engine repairs. The marina monitors VHF-FM channel 16.

(375) **Two Harbors, Minn.**, is a town about 7 miles NE of Knife River on the N side of **Agate Bay**, a natural indentation about 0.75 mile long and 0.5 mile wide. Two Harbors is an important ore shipping point, and the bay is a harbor of refuge.

(376) **Two Harbors Light** (47°00.8'N., 91°39.8'W.), 78 feet above the water, is shown from a red square tower on a dwelling on the E point of the harbor.

Table of Selected Chart Notes

Pump-out facilities

Corrected through NM May 7/05
Corrected through LNM May 3/05

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.467' southward and 0.820' westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Duluth, MN	KIG-64	162.55 MHz
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CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey and U.S. Coast Guard.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....601.1 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

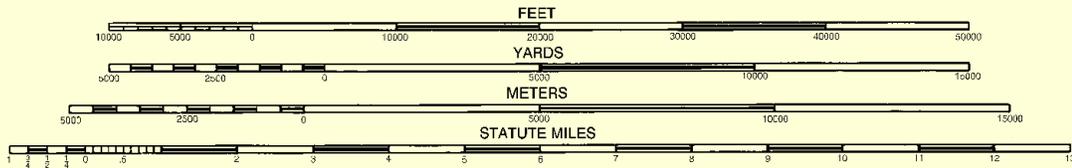
PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

91°40'

91°30'

9

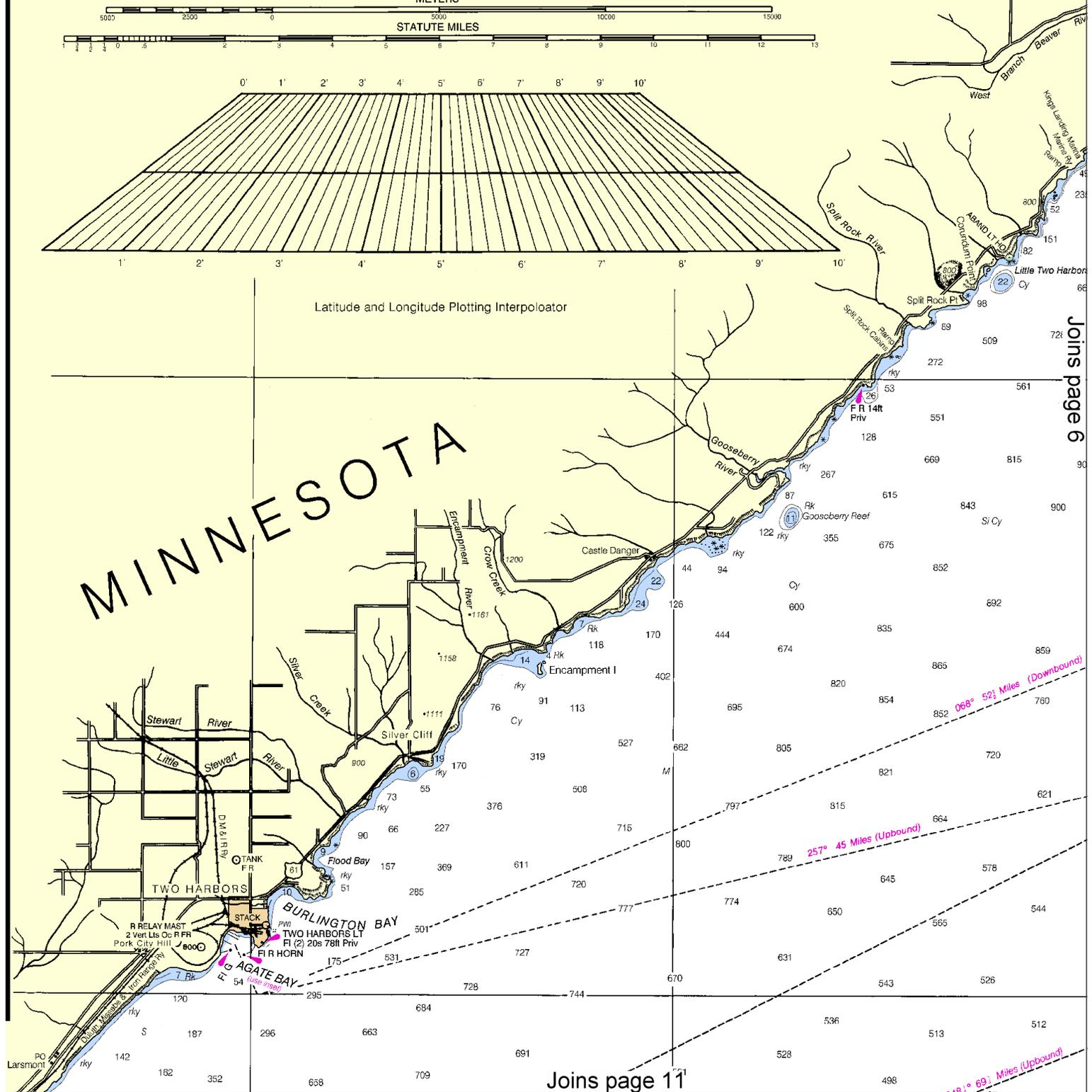


0' 1' 2' 3' 4' 5' 6' 7' 8' 9' 10'

1' 2' 3' 4' 5' 6' 7' 8' 9' 10'

Latitude and Longitude Plotting Interpolator

MINNESOTA



91°30'

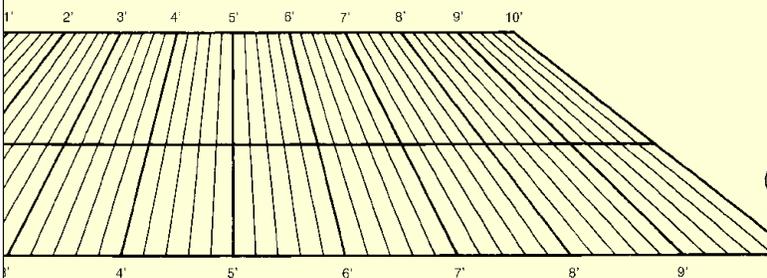
91°20'

FEET

YARDS

METERS

STATUTE MILES

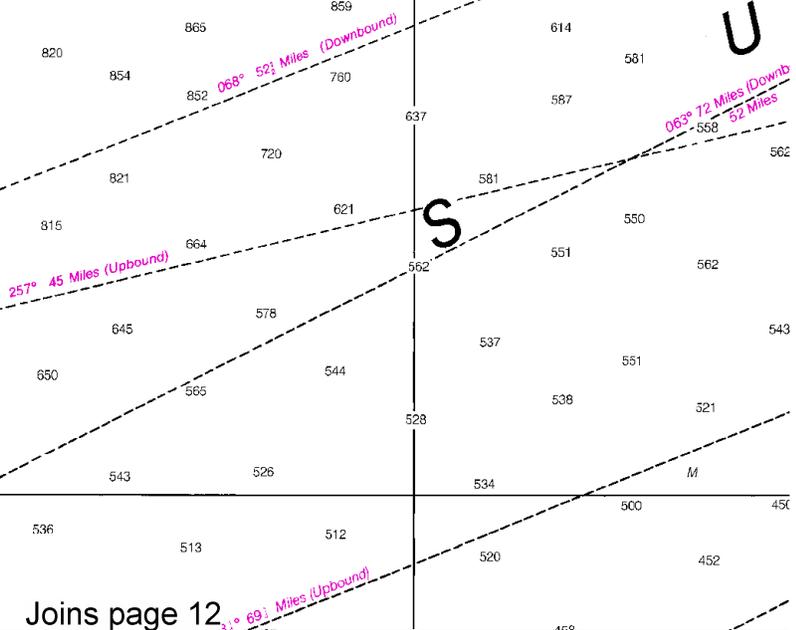
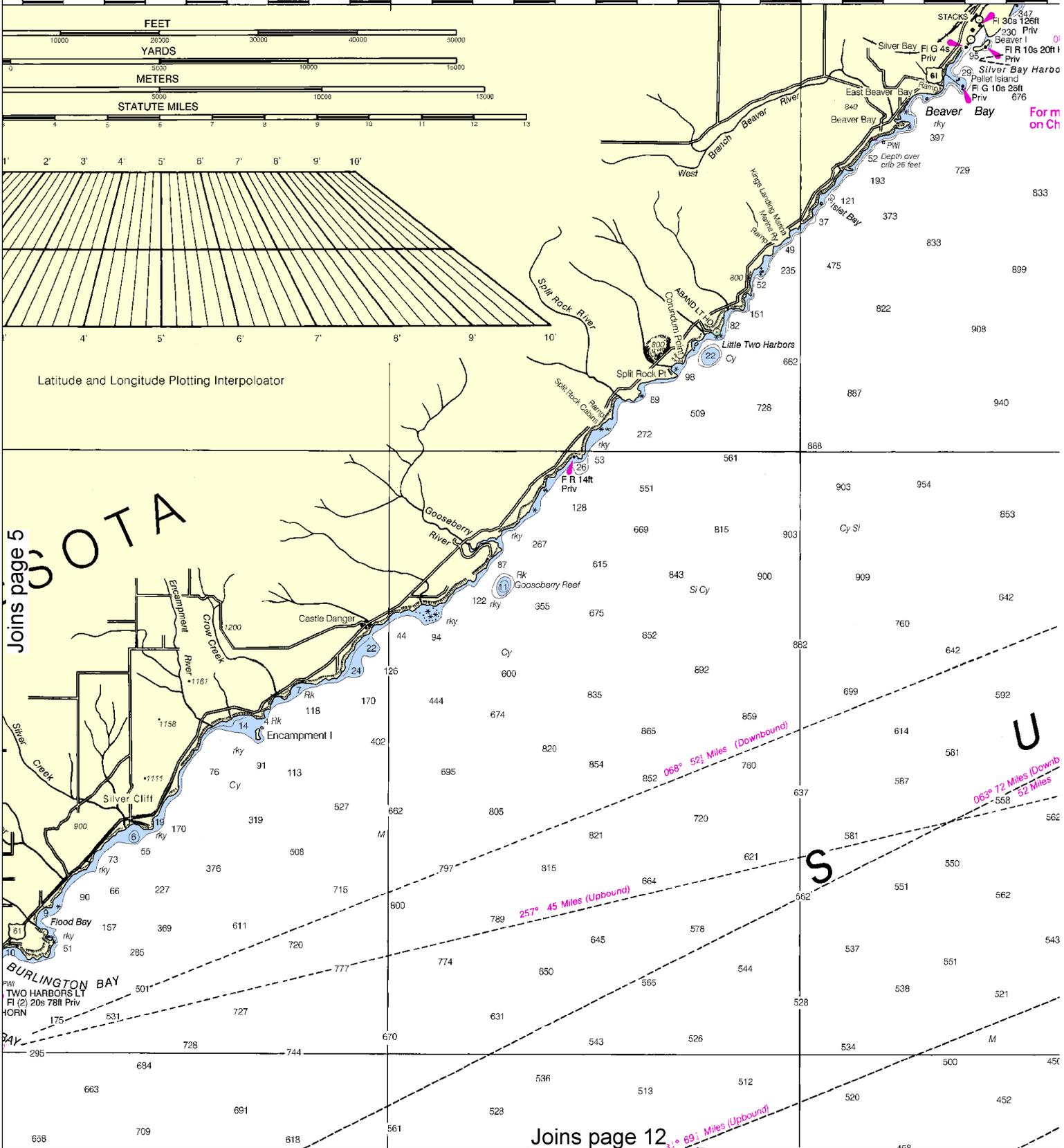


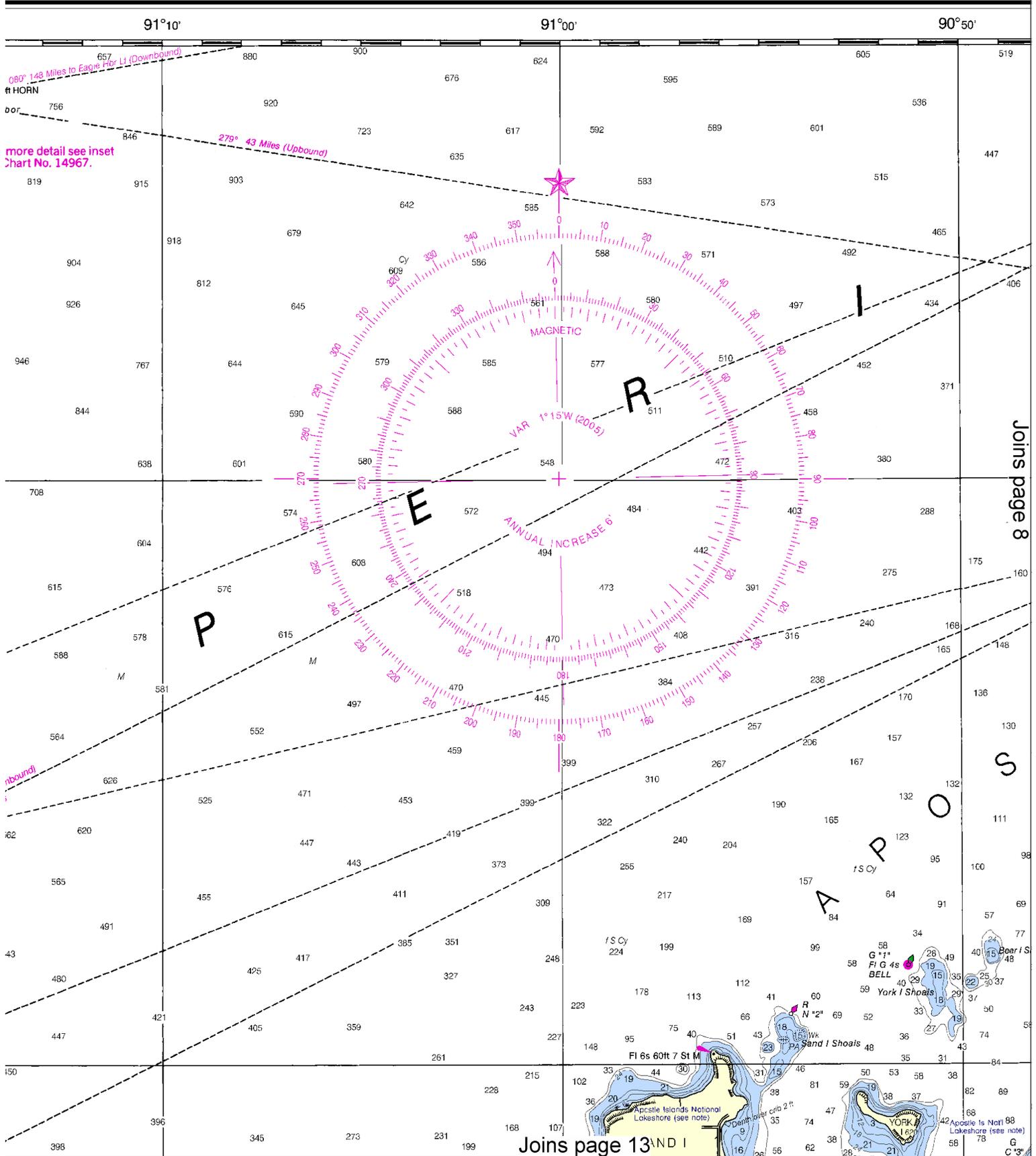
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BURLINGTON BAY
 TWO HARBORS LT
 Fl (2) 20s 78ft Priv
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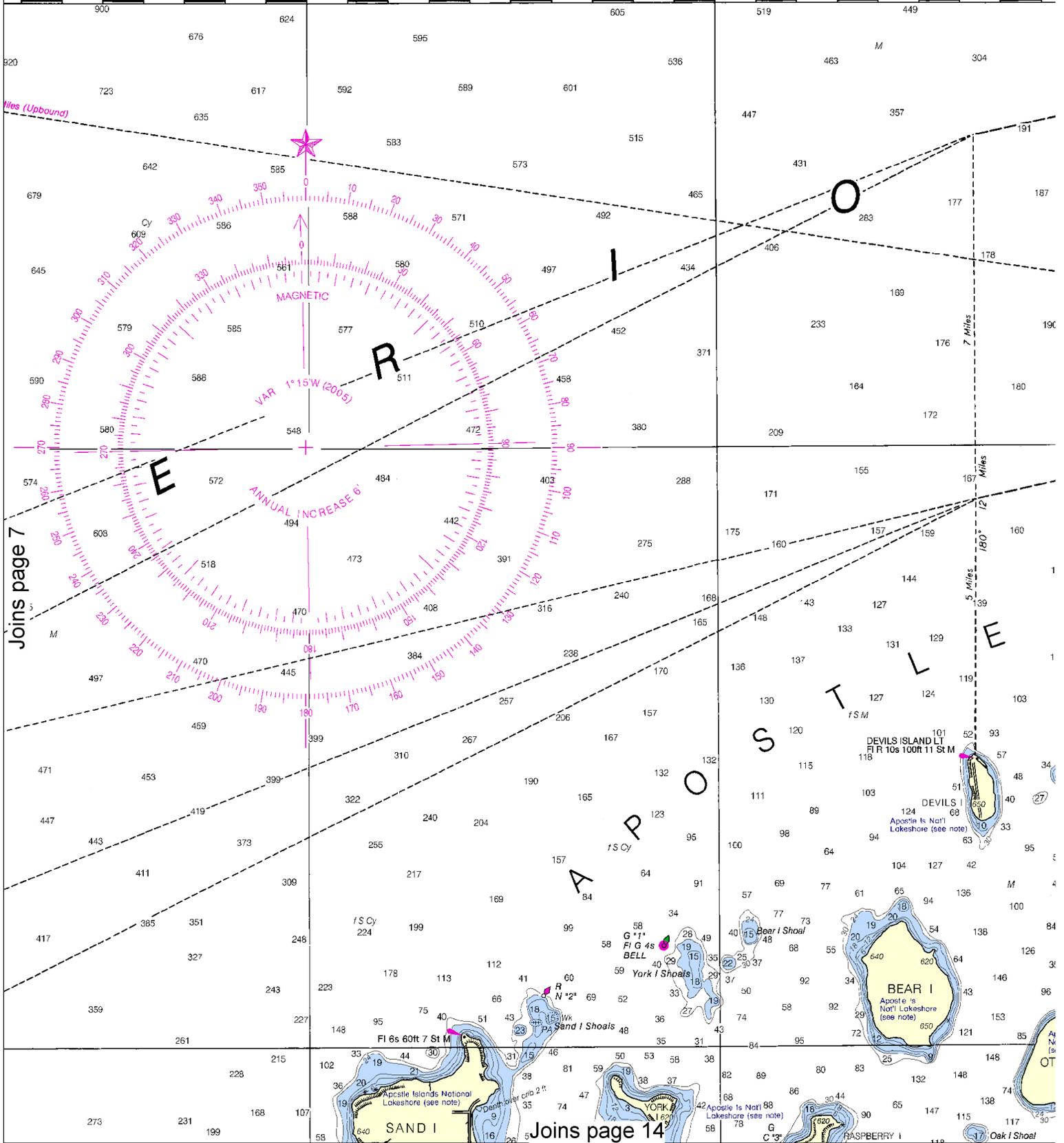
This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.



91°00'

90°50'

JOINS CHART 14967



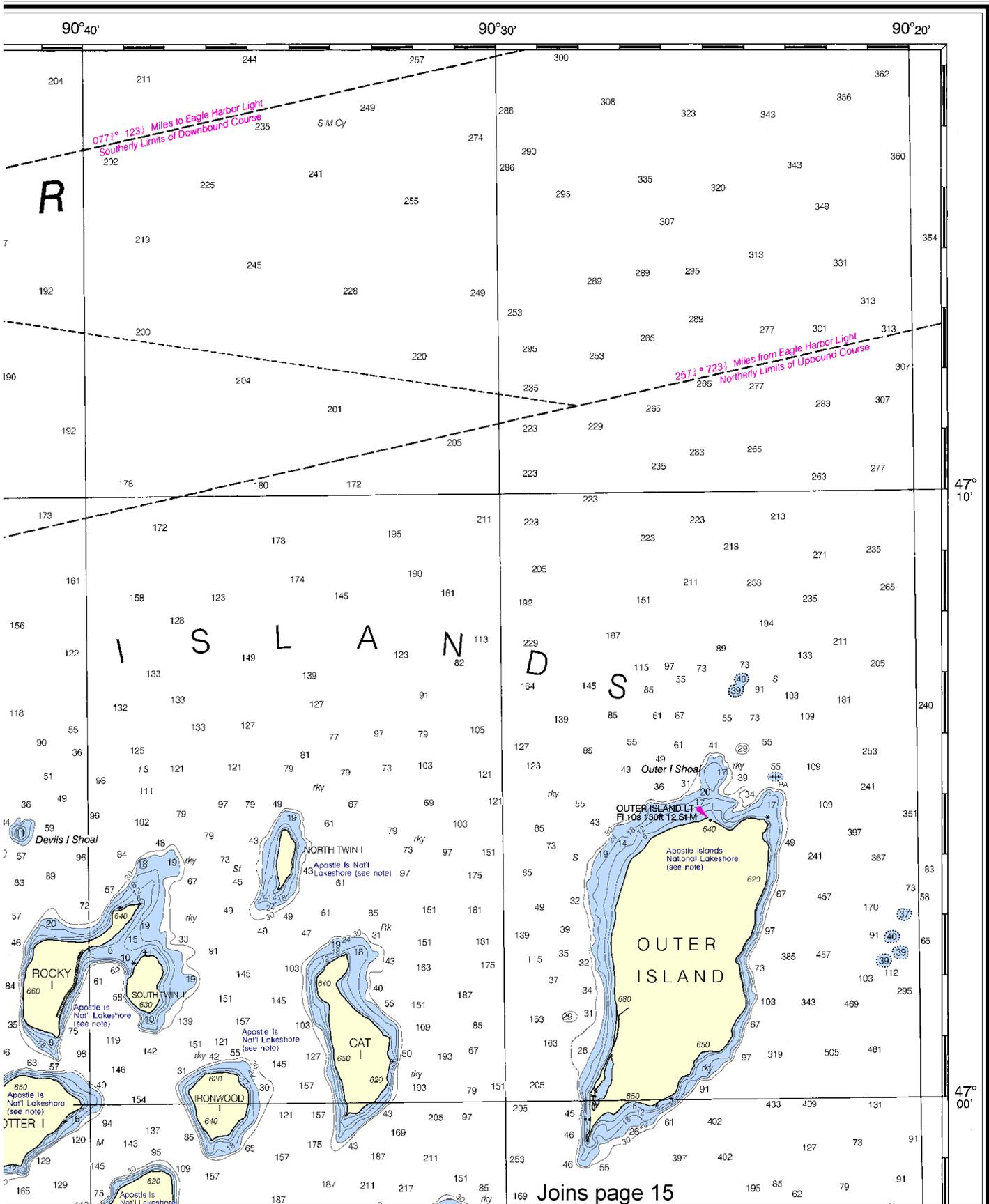
Joins page 7

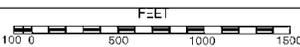
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SOUNDINGS IN FEET





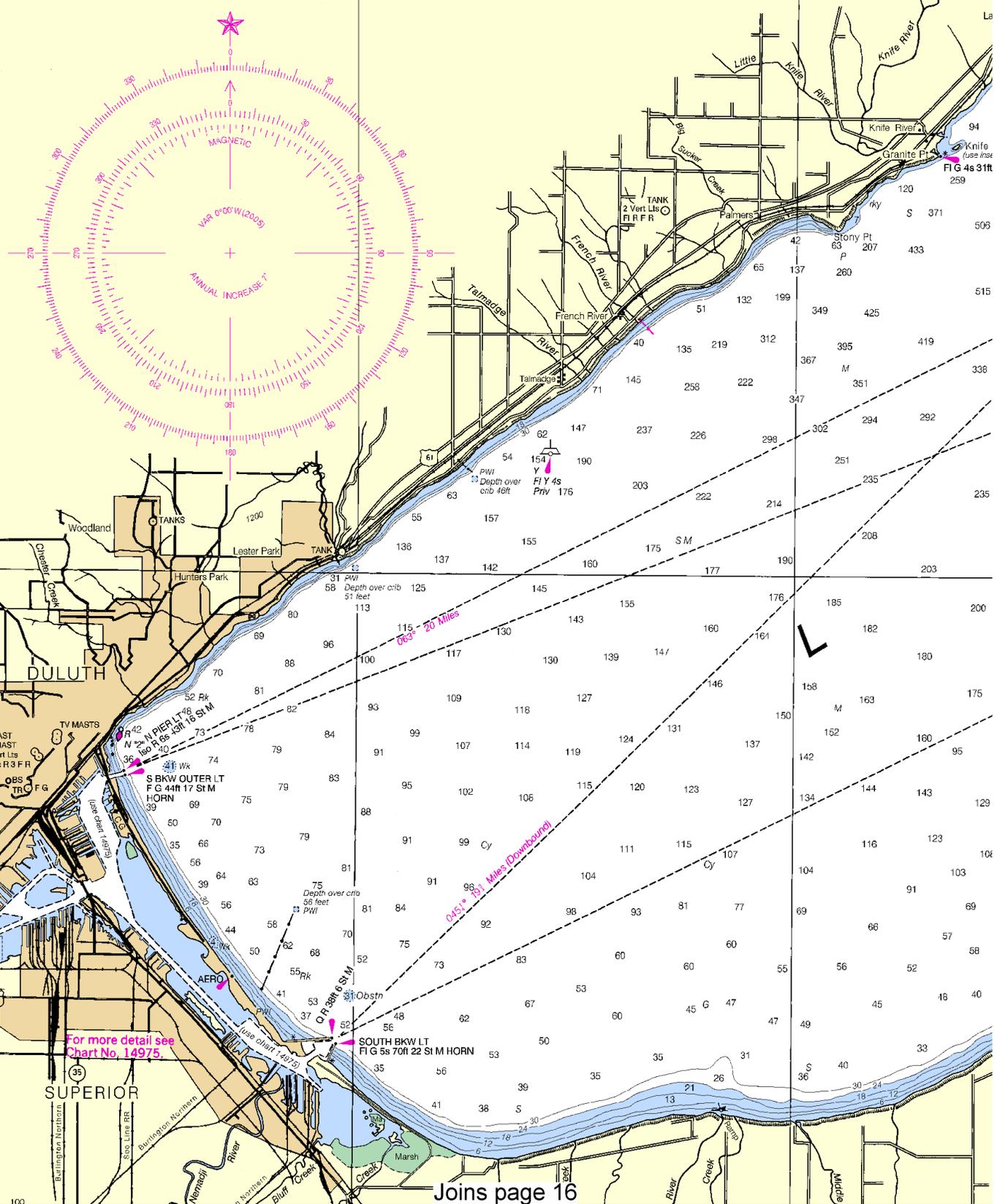
147 142 158 146 193 215 221 251 237

91° 40'

47° 00'

46° 50'

46°

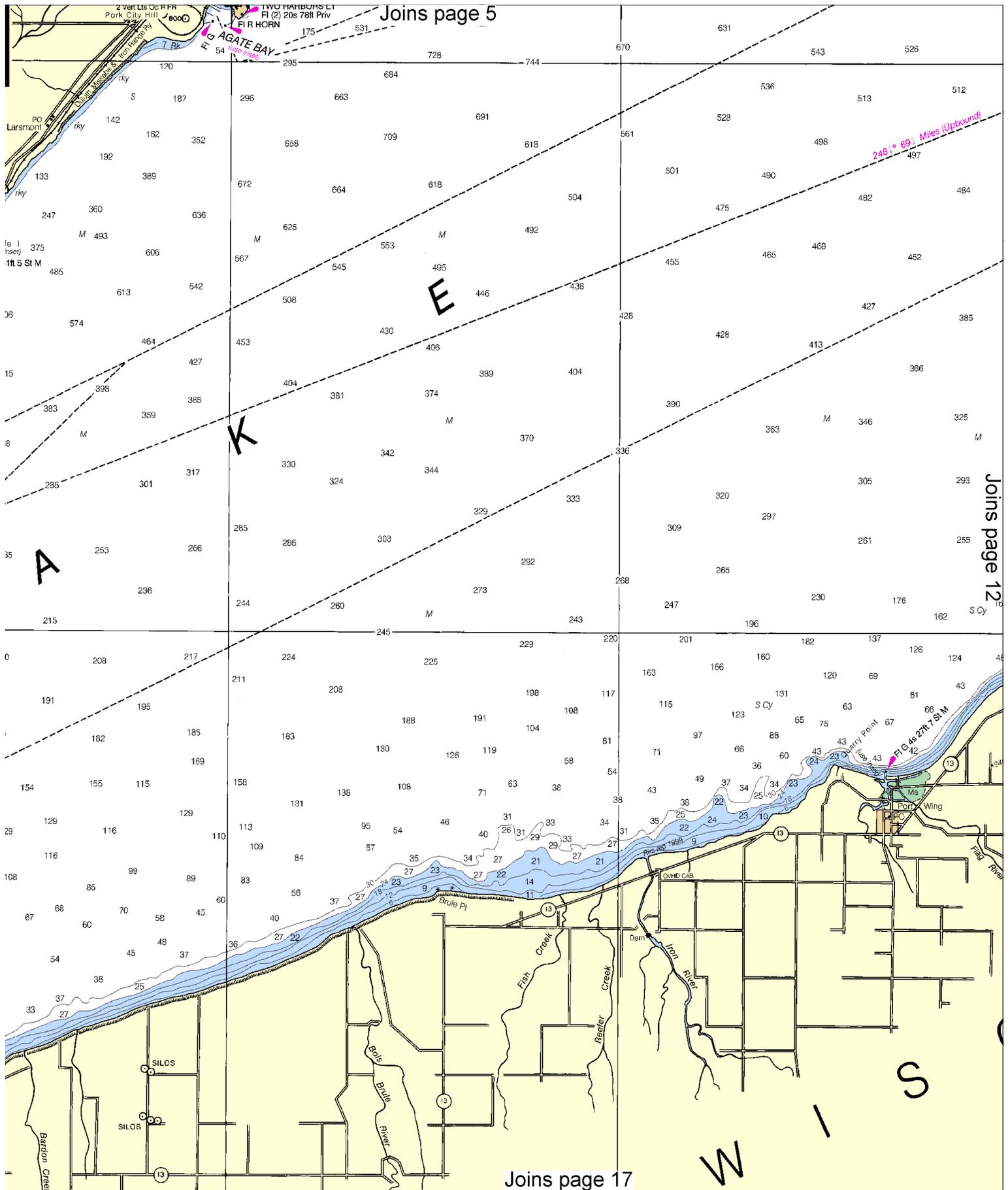


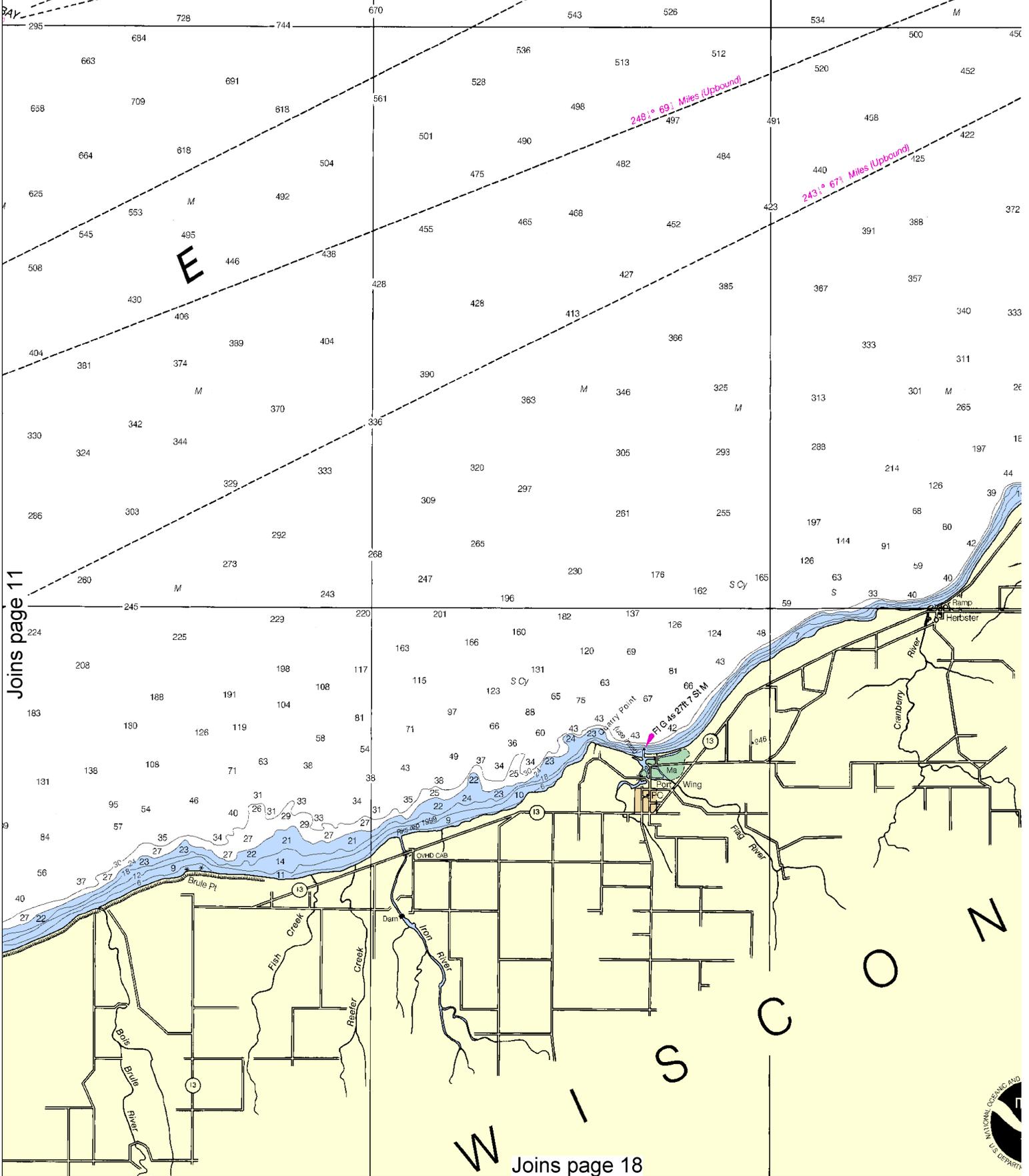
For more detail see Chart No. 14975

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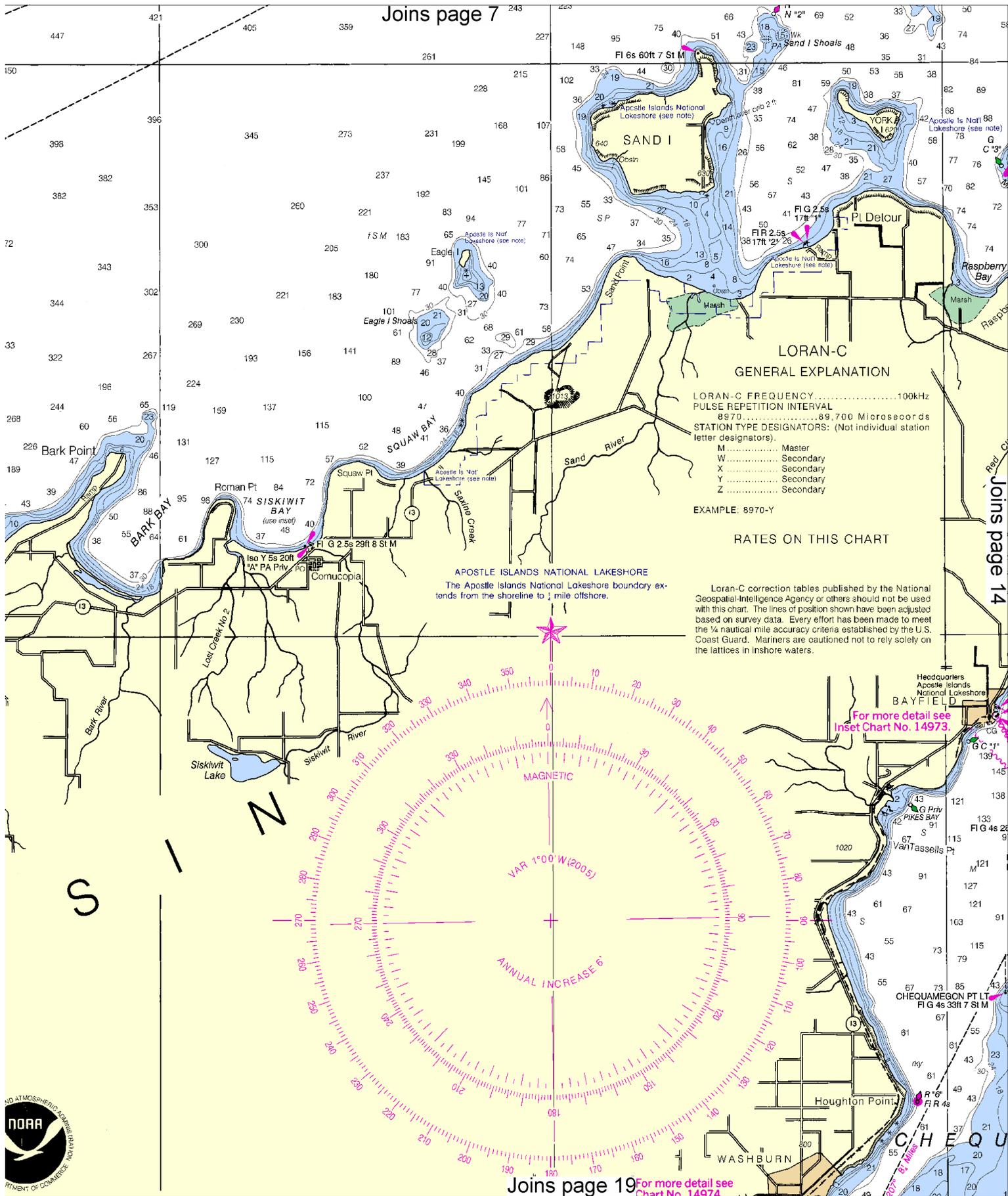


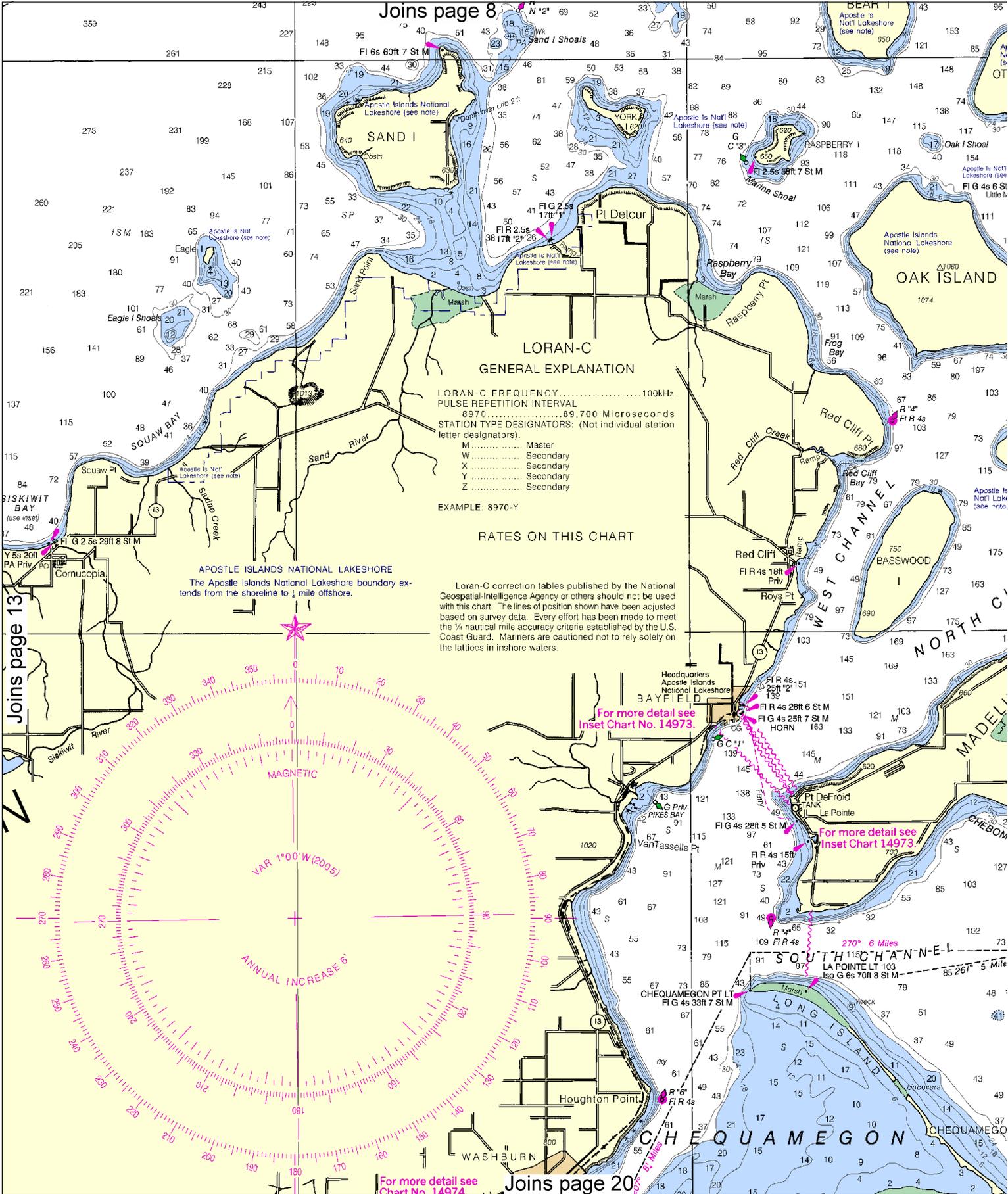


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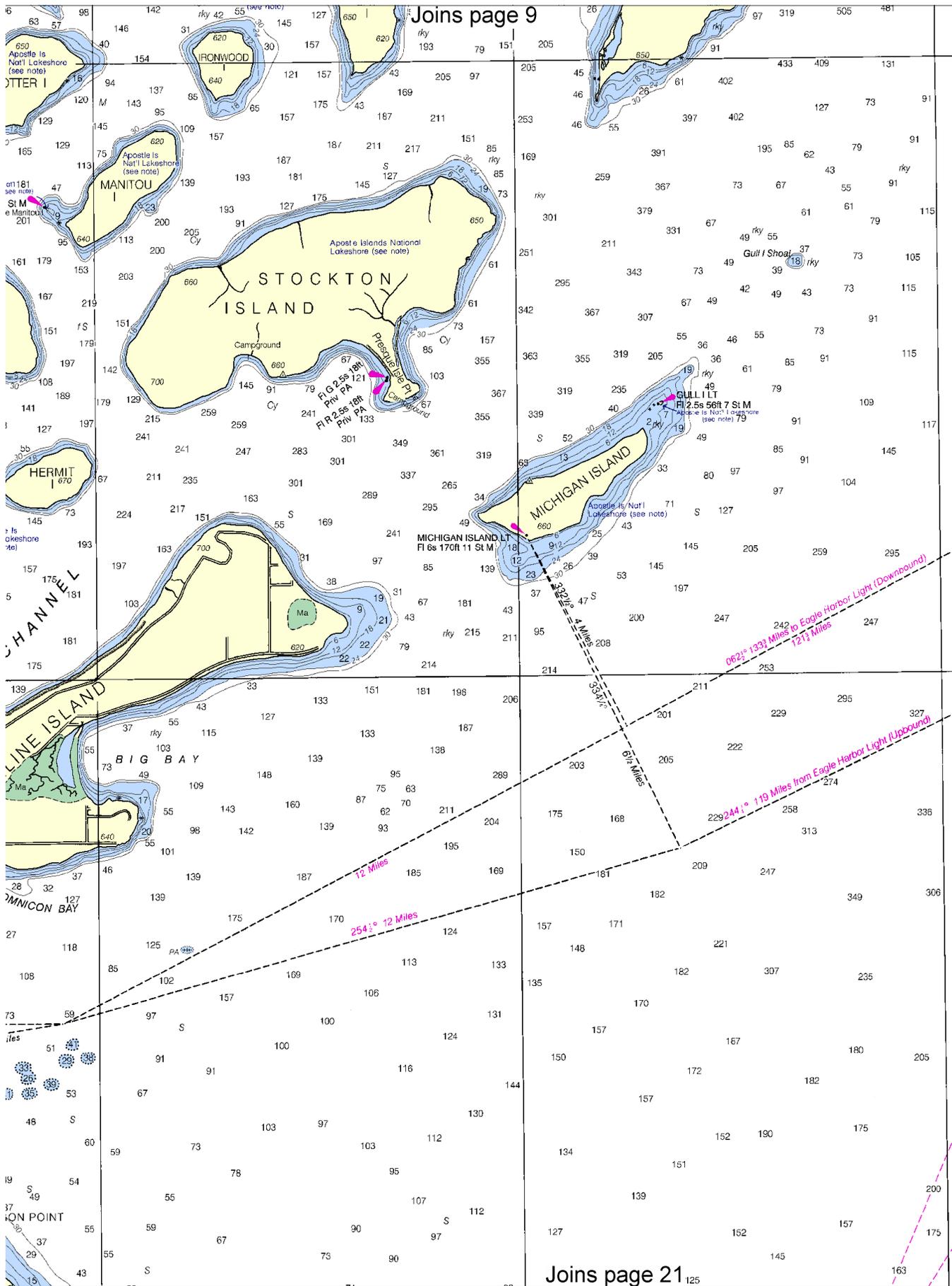
For more detail see Inset Chart No. 14973

For more detail see Inset Chart 14973

For more detail see Chart No. 14974

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47° 00'



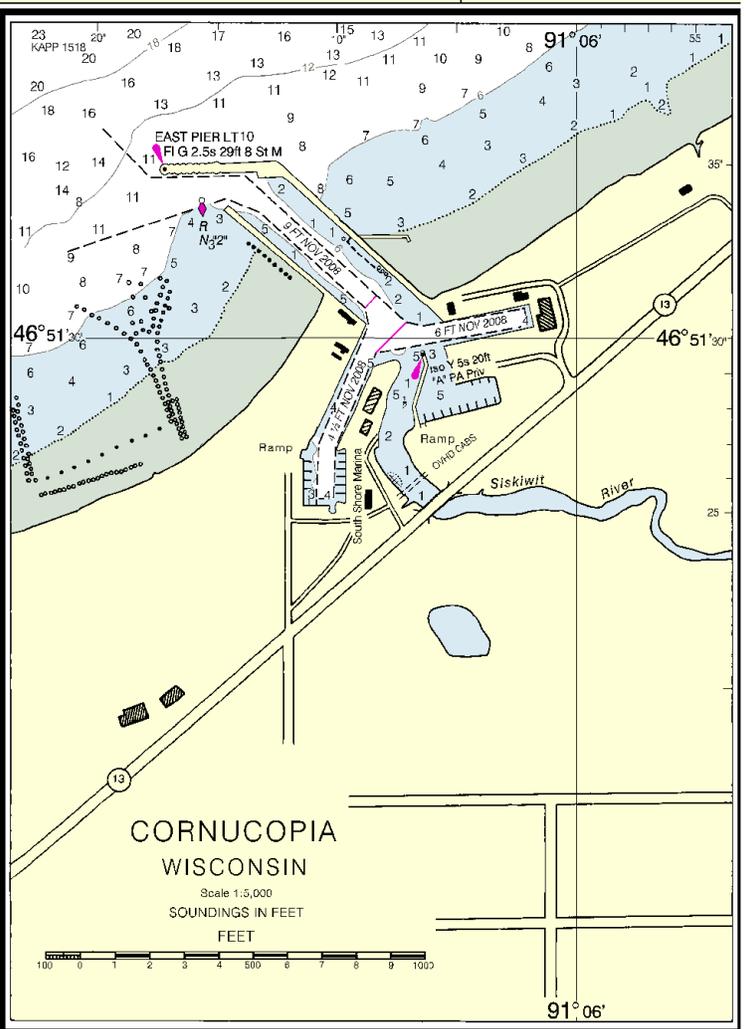
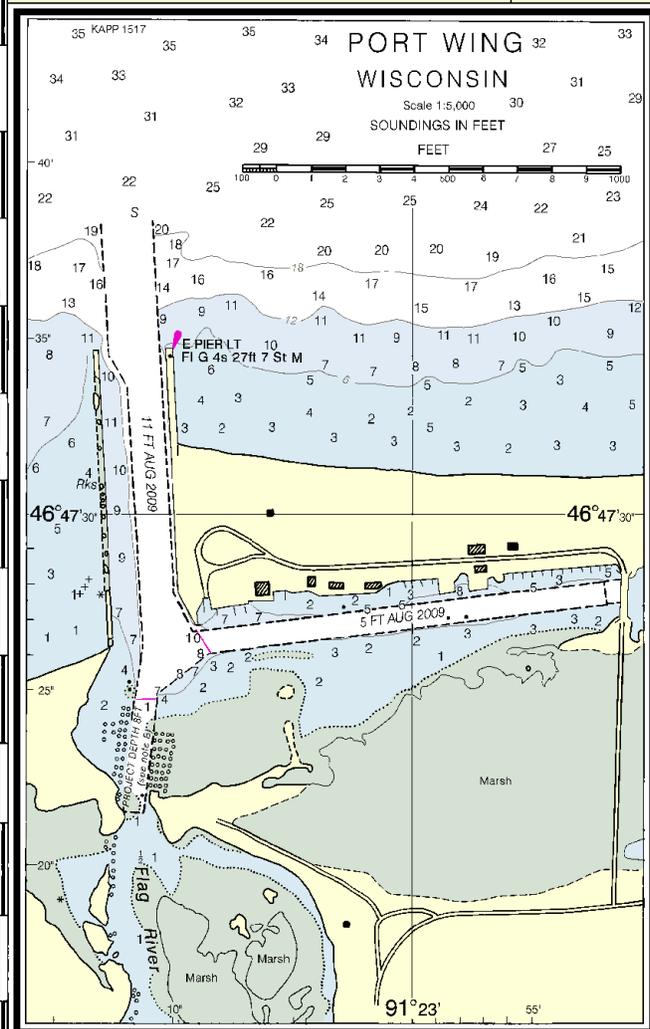
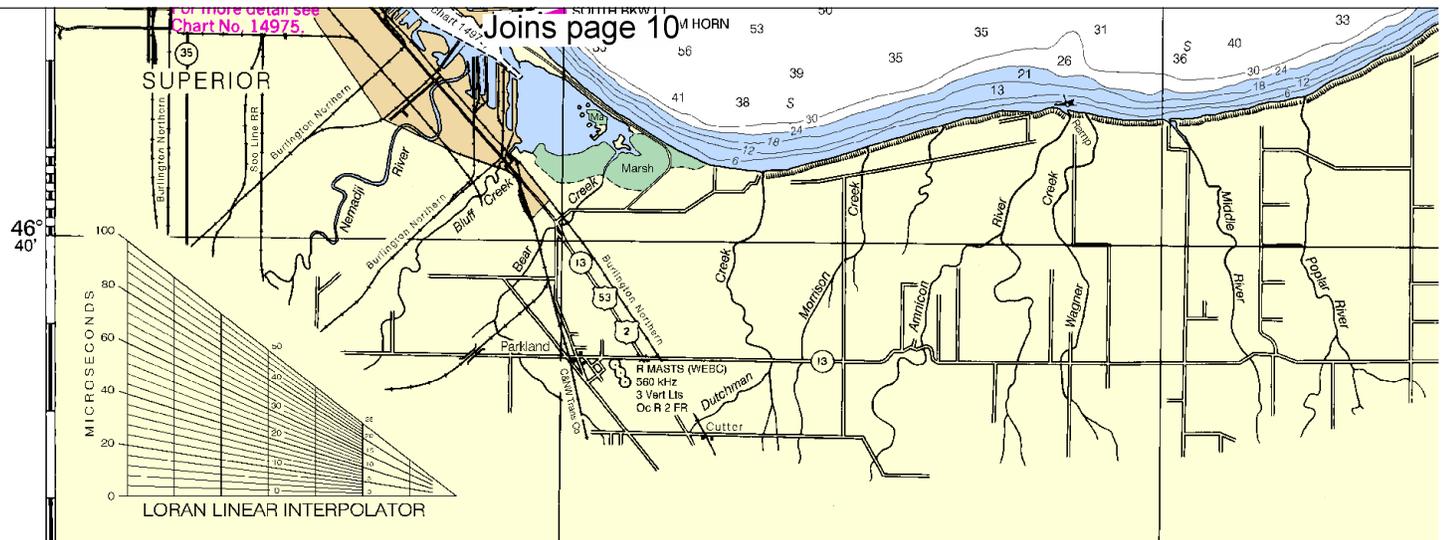
JOINS CHART 14965

46° 50'

46°

For more detail see Chart No. 14975

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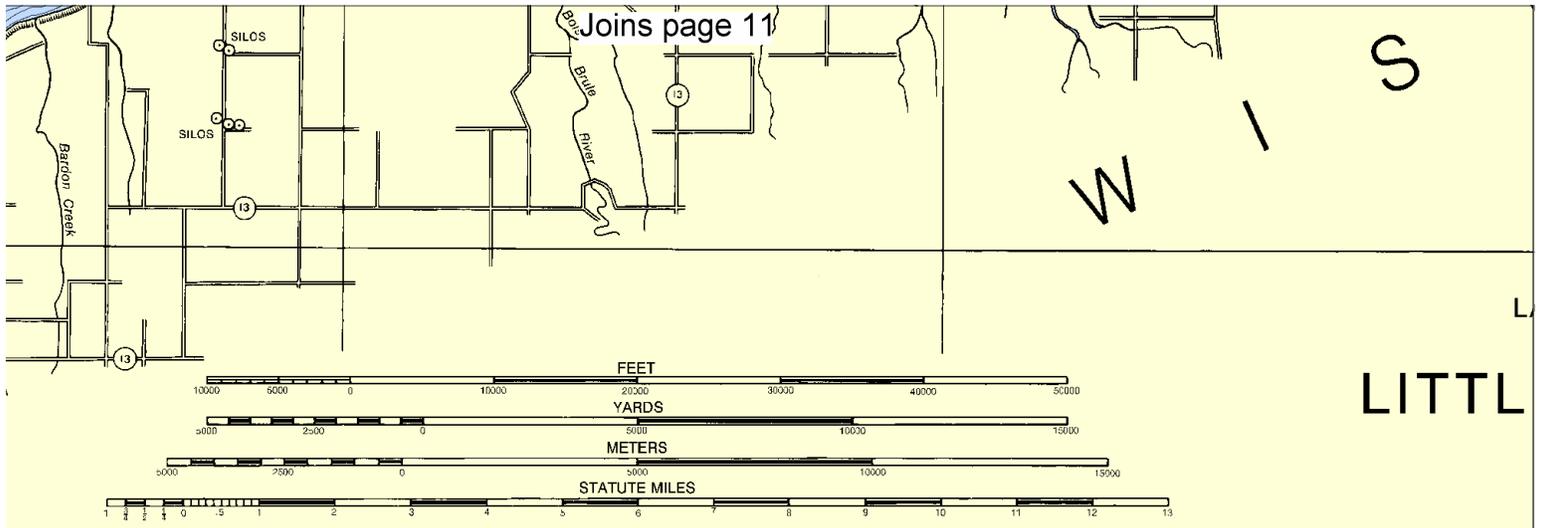


27th Ed., May / 05 ■ Corrected through NM May 7/05
 Corrected through LNM May 3/05
14966
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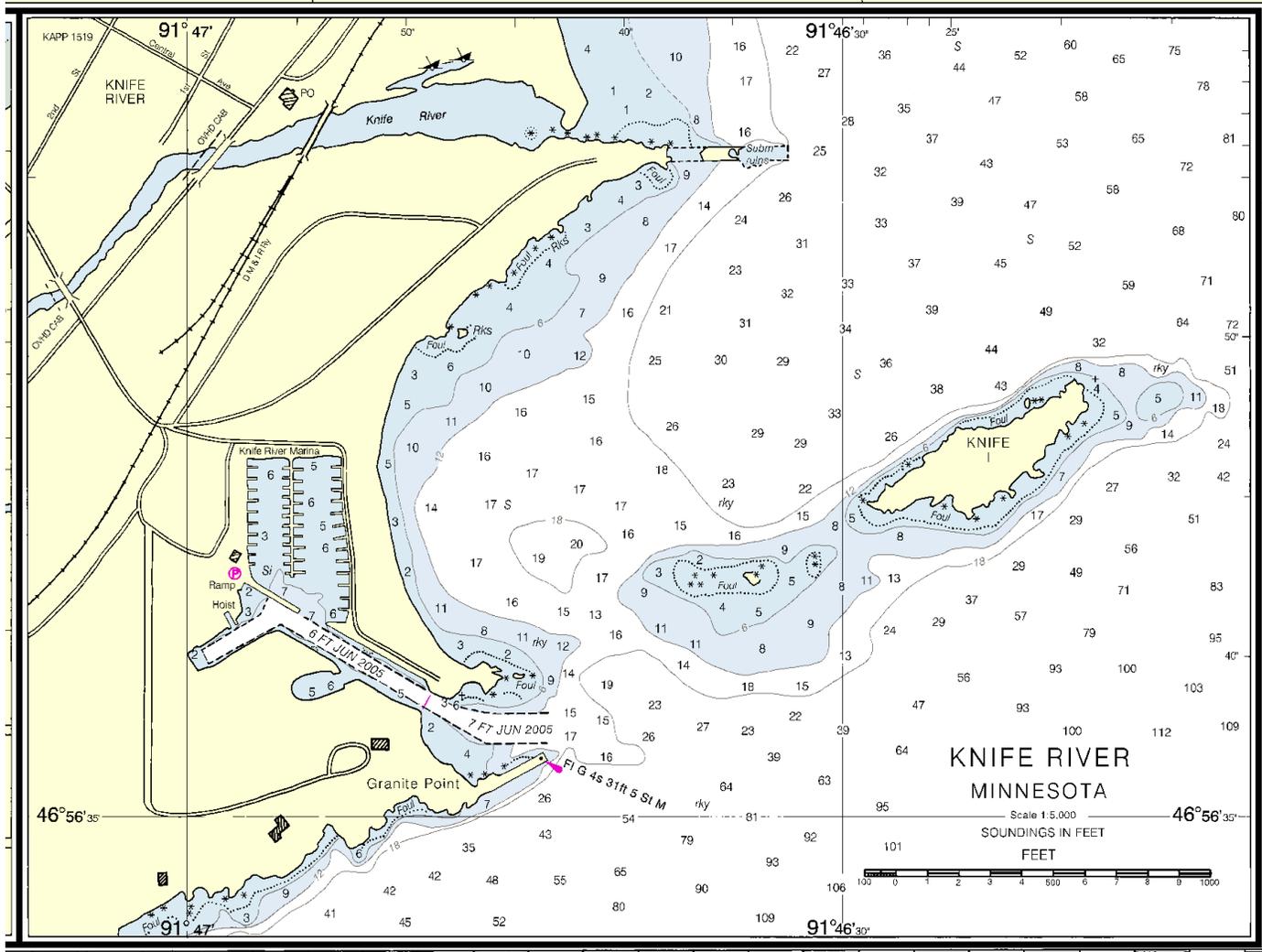
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SOUNDINGS IN FEET

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W I S



UNITED STATES

LAKE SUPERIOR - MINNESOTA

LITTLE GIRLS POINT

Polyconic Scale

North America (World Geodetic System 1983)

SOUNDINGS

PLANE OF REFERENCE OF THIS CHART is referred to mean water level at Rimouski (1985).

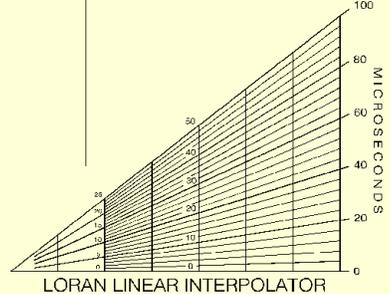
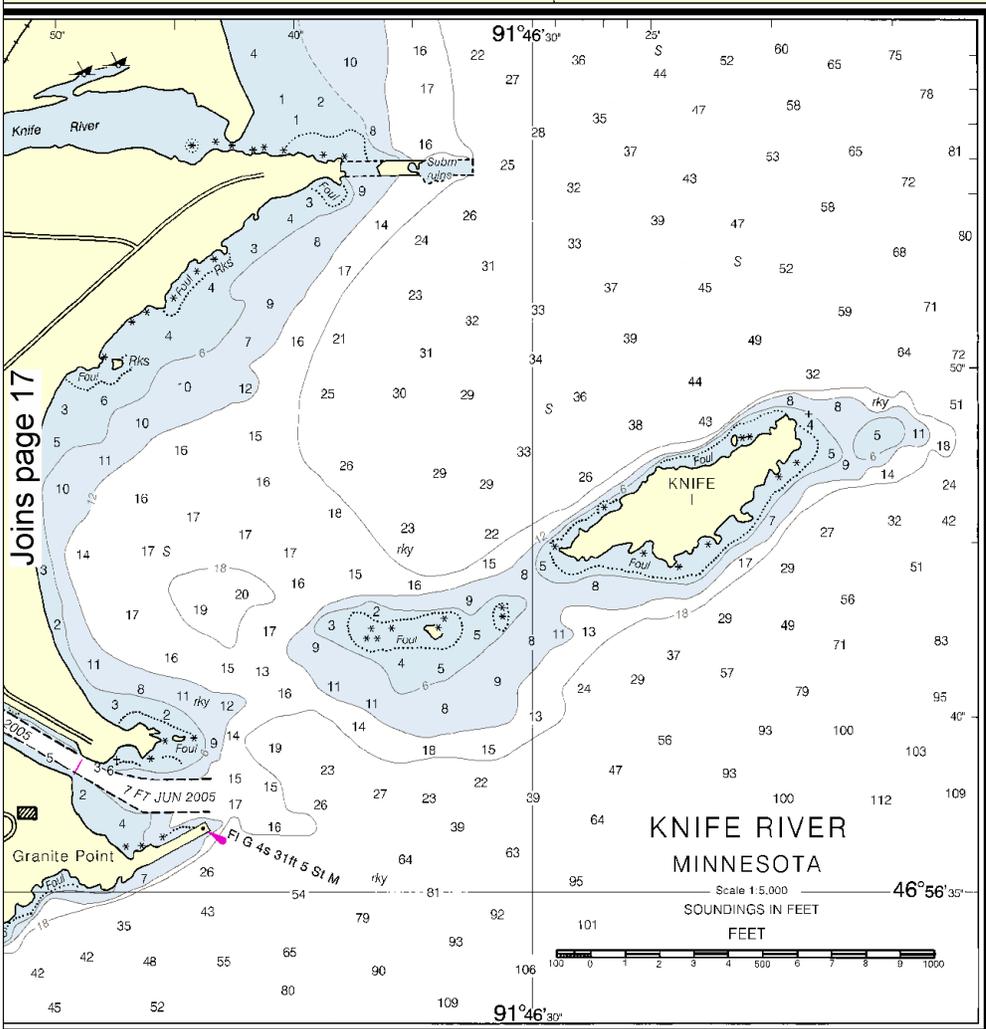
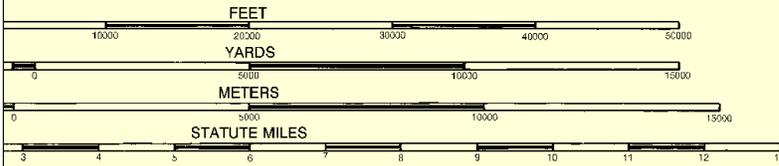
SAILING DIRECTIONS. Bearings of soundings are in statute miles between aids to navigation. Consult U.S. Coast Pilot 6 for information concerning aids to navigation. See Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. Low Water Datum, bridge and overhead cable clearances see U.S. Coast Pilot 6. For clearances see U.S. Coast Pilot 6. AUTHORITIES. Hydrography and topographic survey, with additional data from the U.S. Coast Guard.

Additional information can be found in the following publications:

Sailing courses and limits indicate the Lake Carriers Association and the U.S. Coast Guard.

The channel legend reflects the U.S. Coast Guard Local Notice to Mariners. For channel depths, direct inquiries to the U.S. Coast Guard, Detroit, Michigan.



SOUNDINGS IN FEET

Published at Washington, D.C. U.S. DEPARTMENT OF COMMERCE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION NATIONAL OCEANIC SURVEY COAST SURVEY



U.S. - GREAT LAKES

STATE - WISCONSIN - MICHIGAN

ENTRANCE TO SILVER BAY

Chart Projection
Scale: 1:120,000

Horizontal Datum of 1983
Vertical Datum System 1984)

Distances IN FEET

NOTES
This chart (Low Water Datum).....601.1 ft. from the International Great Lakes Datum

Sailing courses are true and distances given in points of departure.
U.S. Coast Guard Light List for supplemental navigation.
For complete list of symbols and abbreviations

Clearances. When the water surface is above lead clearances are reduced correspondingly.

Information by the National Ocean Service, Coast and Geodetic Survey and the U.S. Army Corps of Engineers, Geological Survey and the U.S. Coast Guard.

Information obtained at nauticalcharts.noaa.gov.

Information indicated in magenta are recommended by the U.S. Coast Guard and the Canadian Shipowners Association.

NOTE B
The Corps of Engineers project depth. The controlling depth periodically in the area to Mariners. For further information on this chart, contact the District Engineer, Corps of Engineers, Detroit, Michigan.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

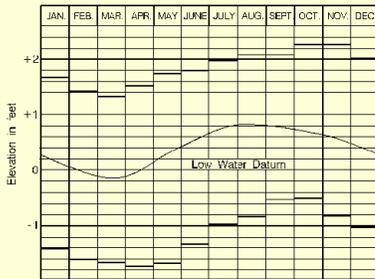
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

⊕ Pump-out facilities

LAKE SUPERIOR



Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
⊙ (Accurate location) ⊙ (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.467" southward and 0.820" westward to agree with this chart.

CAUTION POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigator regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan. Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

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For more detail see Chart No. 14974.

For more detail see Chart No. 14974.

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91°10'

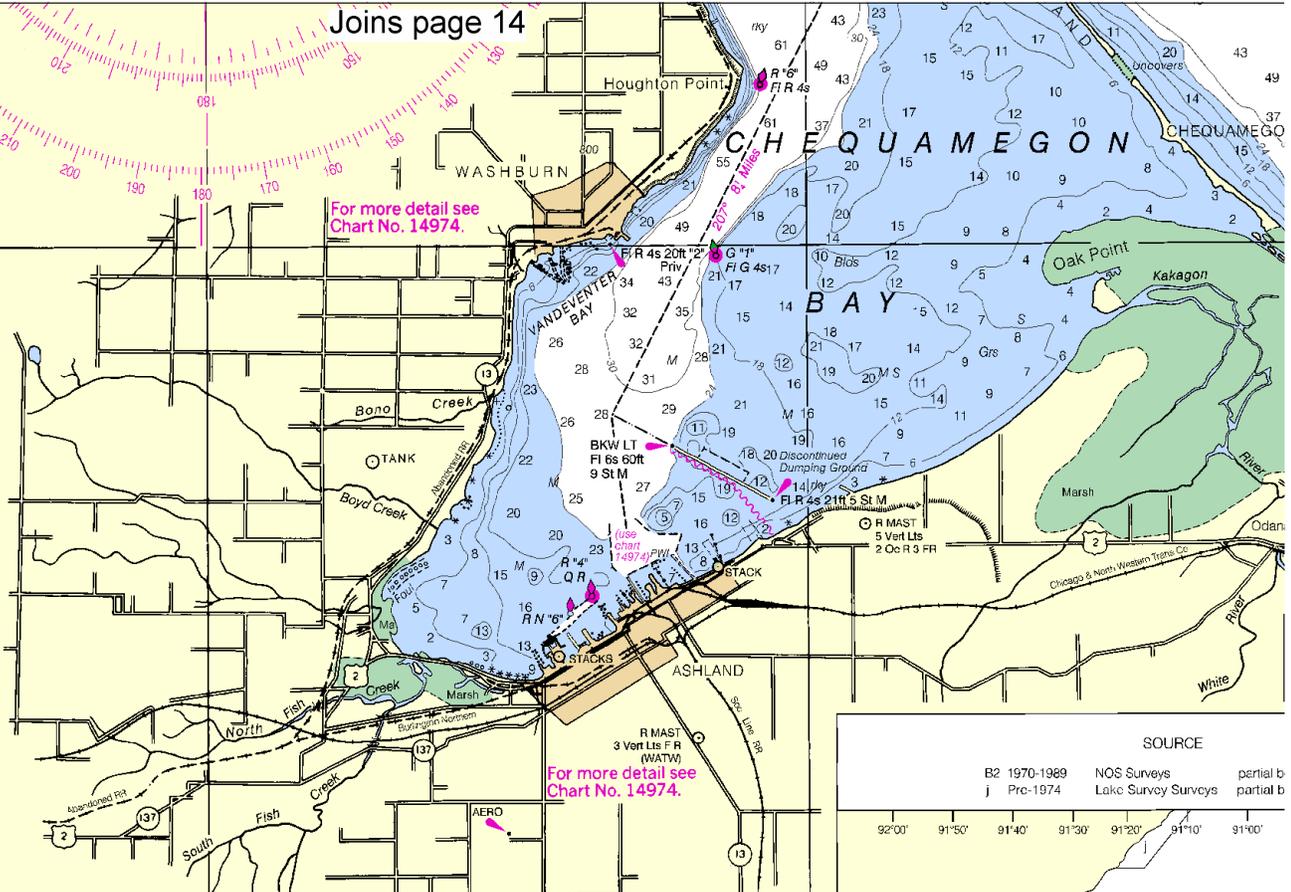
91°00'

90°50'

Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST AND GEODETIC SURVEY

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GAN
ER BAY



For more detail see
Chart No. 14974.

For more detail see
Chart No. 14974.

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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:
 (●) (Accurate location) (○) (Approximate location)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.467" southward and 0.820" westward to agree with this chart.

**CAUTION
POTABLE WATER INTAKE**

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigator regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan. Refer to charted regulation section numbers.

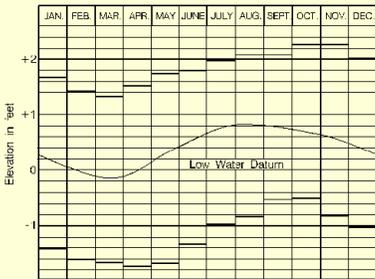
SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

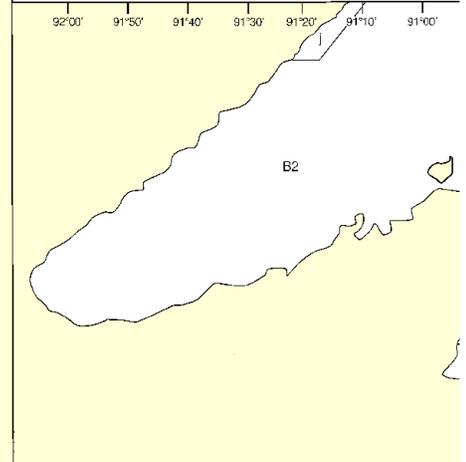
LAKE SUPERIOR



Average Levels (1995-2004)
 Extreme Levels (period of record)
 Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

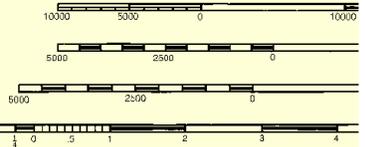
SOURCE

B2 1970-1989	NOS Surveys	partial b
j Pre-1974	Lake Survey Surveys	partial b



SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the Army Corps of Engineers prior to 1974. Other outlined limits of the most recent hydrographic survey in force have been evaluated for charting. Surveys have been banded by date and type of survey. Channels currently maintained by the Corps of Engineers are periodically resurveyed and are in diagram. Refer to Chapter 1, United States Coast Pilot.

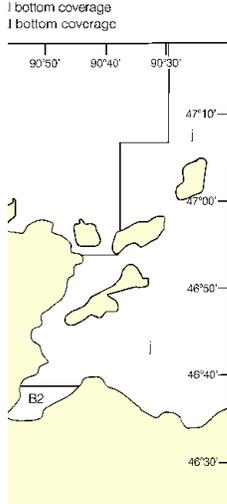
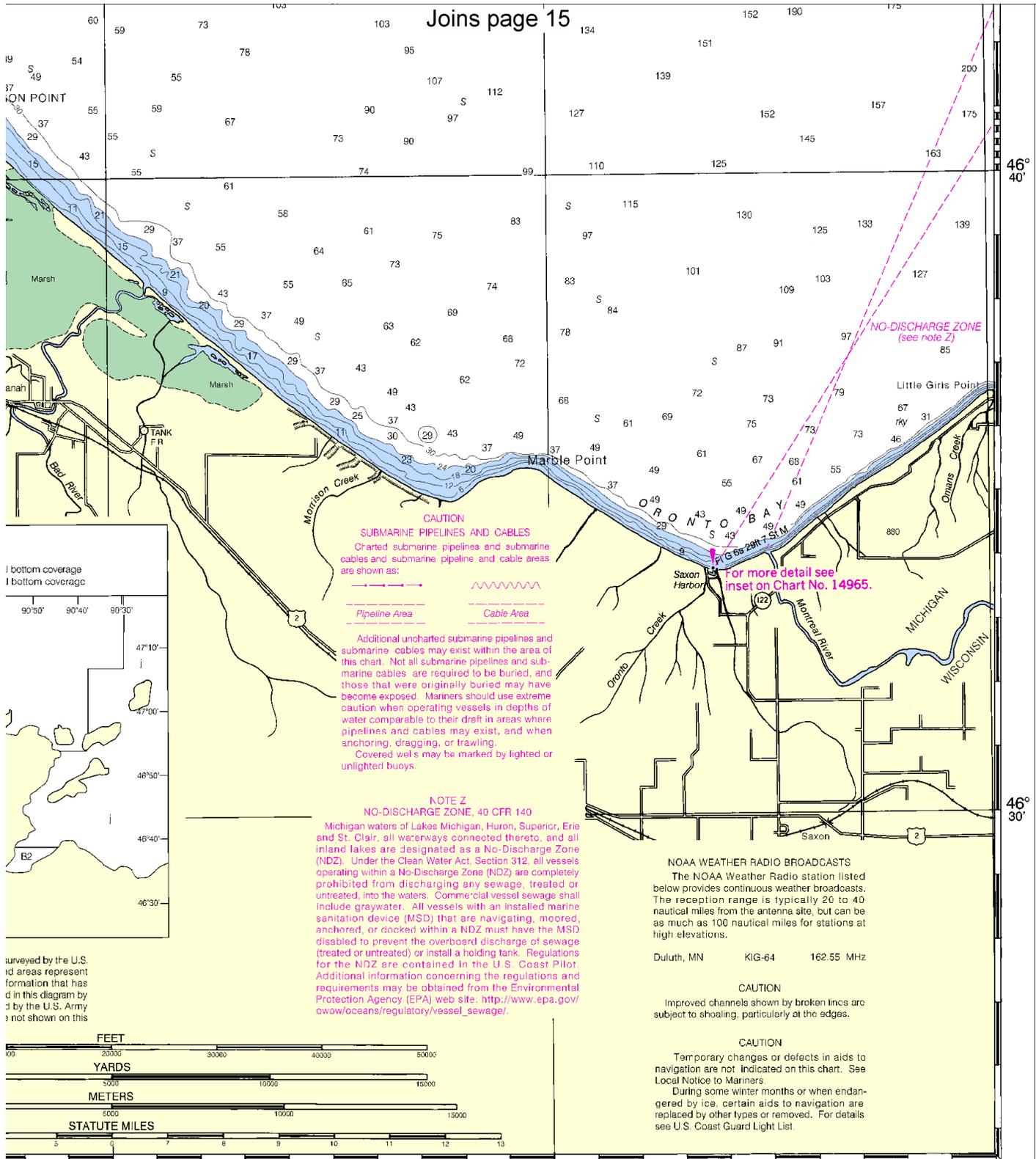


91°00'

90°50'



FATHOMS	1	2	3	4	5	6
FEET	6	12	18	24	30	36
METERS	1	2	3	4	5	6



CAUTION
SUBMARINE PIPELINES AND CABLES
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

— — — — — Pipeline Area
 ~ ~ ~ ~ ~ Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
 Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

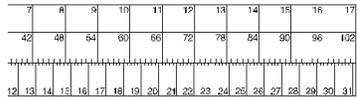
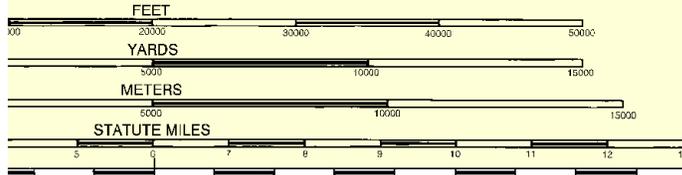
NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Duluth, MN KIG-64 162.55 MHz

CAUTION
 Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
 During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Surveyed by the U.S. Army Corps of Engineers. Shaded areas represent information that has been updated in this diagram by the U.S. Army Corps of Engineers. Not shown on this chart.



Little Girls Point to Silver Bay
 SOUNDINGS IN FEET - SCALE 1:120,000

14966
 LORAN-C OVERPRINTED

ED. NO. 27

NSN 7642014010602
 NGA REFERENCE NO. 14XCO14966

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Sault Ste Marie) – 906-635-3230

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

